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FISH WHARF STOCK ISSUED.

Incorporators Meet and Accept Subscriptions for \$523,000.

Permanent officers of the new corporation, which has been formed to control the new fish wharf adjoining the Commonwealth pier will not be elected until next Friday morning at 9 o'clock at T wharf. A meeting has been held by the nine incorporators and subscriptions for \$523,000 worth of stock were accepted.

Over \$600,000 worth of stock was subscribed, but the dealers, at an informal meeting, decided that they did not want as much money as that invested in the enterprise. It was originally planned to issue 5000 shares of stock, par value \$100, letting 44 dealers in on the subscription but this limit was exceeded by \$23,000.

No definite plans for the concrete buildings which are to be erected on the new pier have been made, although several architects have submitted designs. The one which meets with the most approval is a plan for an administration building at the end of the pier flanked on either side by two long structures for general offices, with a street and railroad tracks running down the centre of the pier. The question of suitable buildings is receiving detailed attention on the part of the dealers and final acceptance of a plan will probably not be made for some time, as the pier will not be ready for buildings for about two years.

The names of the dealers who were the incorporators of the new corporation are: John R. Neal, chairman; Christopher J. Whitman, Maurice P. Snow, Edward A. Rich, N. D. Freeman, W. J. O'Brien, J. E. J. O'Hara, L. D. Goodspeed and John Burns, Jr.

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LOWER DUTY FOR HERRING.

Appraisers Construe Tariff in Favor of Importers' View.

For the second time the treasury department has been defeated in an effort to impose a high rate of duty on kippered herring. Several months ago the government construed the new tariff in such a manner as to classify the herring under par. 270 of the Acts of 1909, as "all other fish (except shellfish) in tin packages" with duty at the rate of 30 per cent. The importers' contention was that the merchandise should pay a duty of one-half of one cent per pound, under par. 272 of the new law, which provides for "herring kippered."

The issue went before the board of United States general appraisers, which made a decision in favor of the importers. Dissatisfied with the ruling made by the board, the government made a so-called "new" case. This was decided today by the board again in favor of the importers.

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HARBOR DUES REDUCED.

On Vessels Arriving at St. Pierre and Miquelon.

The administrator of St. Pierre and Miquelon has just issued an order amending the harbor dues for the port of St. Pierre. The changes are generally advantageous to shipping, especially to vessels coming in for bait.

Formerly fishing schooners calling here for squid or caplin were required to pay annual port charges at the rate of 19.2 cents per ton, except between the months of January, 1 and May 1 when the rate was only 10 cents per ton. Under the order just promulgated the rate is fixed at 10 cents the ton throughout the year. Small schooners of 25 tons or less are now admitted free, whereas these boats were required to pay annual dues amounting to \$4.63 under the former law.

Vessels "making the port" and not discharging any cargo are required to pay dues at the rate of 10 cents per ton. If any cargo is discharged, however, the rate in this case was 55.5 cents per ton.

Vessels bringing in cargoes composed of coal, or of fresh fish, other than cod or of bait are exempt from harbor dues, as was the case under the former law.

St. Pierre vessels, that is those fitting out in the colony, no matter in what business to be engaged, are exempt under the new law from harbor dues. Formerly these vessels had to pay charges similar to those paid by foreigners. French shipping proper and vessels registered in other French colonies are required to pay dues as under the old regulations.

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A DANGEROUS FISH.

The Peril That Comes With Catching an Electric Ray.

Trouble lurks in the least suspected spots. One would think that a smooth, shallow cove a safe place in which to float in a good craft, yet Charles Frederick Holder met with an adventure in just such a spot, which he relates in "Big Game at Sea." The author was visiting a friend on the New England coast, who was given to the study of natural history.

One day the author accompanied his friend on a collecting trip, and here is the story of the result as he told it:

Opposite his house was a little bay with a clean sandy bottom. Over that we slowly drifted. I sat in the stern, enjoying the day and examining the curious things my friend drew out of the water. Suddenly he gave an ejaculation, and I saw him clinging seemingly helpless, to his pole. His face was ashy pale, with a white appearance like one stricken with a fatal disease.

I sprang forward just in time to catch him as he fell back into the boat and lowered him to the seat. At first he could only motion toward the water. He was almost rigid. Finally he recovered enough to say, "Torpedo." I saw the harpoon he was holding dancing about, evidently forced into a large fish. Grasping it, I soon discovered the trouble, for I received an electric shock strong enough to almost knock me over. I dropped the pole.

By this time my friend had recovered enough to tell me to let the fish remain where it was. With difficulty I rowed to shore. When the boat was grounded, I picked up an old glass bottle, took a turn over it with the line and, with the help of this home-made insulator, pulled the fish on shore.

It proved to be one of the largest torpedoes, or electric rays I have ever seen. Under certain conditions it would have been capable of killing a man. When touched the fish would roll its eyes dismally and give a low croak.

I have never known a man to be killed by one, but many have been injured, and as for my friend, he did not recover in a week.

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Late Newfoundland Fishing Notes.

The St. John's, N. F., Trade Review says "the fishery continues fair along the south and west coast, and there has been a change for the better in the Northern bays the last few days. Things are looking up now, and the whole shore fishery will likely turn out an average one."

"We have been asked by several subscribers to give an approximate figure for new season's fish. We may say that there is no new fish offering yet, and the price has not been fixed, but we may get a fair idea from the rulings for western shore and bank fish. The price for western shore spring fish is placed at \$6.25 for large, and \$5.25 for small, and bank fish now being cured will probably go at \$5.50 for large and \$4.50 for small. If we are to judge by the experience of other years the opening price for new shore fish will be \$5.50 for large and \$4.50 for small. There is a feeling among the trade that the fish has to be thoroughly dry this year, otherwise none of the buyers will have anything to do with it."

The steamer Home arrived at Bonne Bay reports a decided improvement in the fishery. She reports the fishing from Bonne Esperance to Battle Harbor very good with hook and line. Traps and trawls, however, are doing very good.

Fish struck in fairly plentiful at Indian Harbor and the prospect looks good.

Blanc Sablon to Chateau, good sign; Battle Harbor, fairly plentiful, caplin scarce; salmon poor.

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PORT OF GLOUCESTER.

Coastwise Arrivals.

Sch. Sunbeam, Boston for Bangor.
Sch. C. B. Harrington, Boston for Portland.
Sch. Itaska, Bangor for Pawtucket.
Sch. Grampus, Boston.
Tug Mathes, Boston.
Italian ship Antonio Padre Toniette, Trapani, 56 days, with salt for the Gorton-Pew Fisheries Co.

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BOAT HAS MADE RECORD STOCK.

Little Sch. Lafayette Earned \$7950 in Three Months.

The report of the little gasoline sch. Lafayette, Capt. George Peeples, making such a record swordfish trip and stock together with such a large share made by the crew in three weeks, caused much comment in fishing and business circles.

Since Capt. Peeples started last spring south netting has been but three months and during that time has stocked \$7950, and the crew each has shared \$594. Such a record as that in a little 13 ton craft has probably never been beaten by a vessel from this port.

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ONE MACKEREL FARE LANDED.

Most of the Fleet Seeking in Vain for Fish.

Sch. Aloha, Capt. John McInnis, arrived at this port this forenoon with 2100 large fresh mackerel, which were sold to the Gloucester Fresh Fish Company at 32 cents each.

Two others of the seining fleet are also at this port, sch. Victor via Boston and sch. Monarch from the the Nantucket grounds. The former landed 3000 fresh mackerel at Boston yesterday, and the latter has taken no fish. Capt McFarland of the Victor said he saw some fish out around the Rose and Crown shoal and succeeded in capturing 3000 mackerel which he took in three or four hauls.

One day he saw quite a body of fish, but it was impossible to catch them. On the Rips he saw several small schools but there was nobody to them and he did not think the present outlook was any too good.

Some of the vessels, however, if they kept at the business, might occasionally get a school, but to him, it looked as if the fish being caught were too large to come close in shore.

At Boston today 34 barrels of large mackerel were received, which were landed by some vessels at Hyannis, and is all that dealers secured from any direction. In fact this is all the mackerel news there is today.

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ANOTHER LARGE TRIP.

Sch. Onata Weighed Out 232,000 Pounds of Fish.

Sch. Onato, Capt. Henry Larkin, which arrived a few days ago from a second shack trip, weighed off 232,000 pounds of fresh and salt fish, on which a stock of \$5471 was realized. The time occupied on this trip was but one month, and the crew for their labor shared \$135 each.

On the first trip Capt. Larkin landed 228,000 pounds, stocking \$5237, so in the two trips which have been made in less than three months he has landed 460,000 pounds of fish and stocked \$10,700. It is seldom, if this ever was beaten in this fishery, and reflects much credit upon Capt. Larkin and his persevering crew.

This record will probably be surpassed by Capt. William H. Thomas of sch. Thomas S. Gorton, who is now landing a second large fare.

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GLOUCESTER FISH ARRIVALS.

Continued Scarcity In Receipts of Various Kinds.

The receipts of fish at this port today are confined to two trips from drifting, schs. Volant and Hattie L. Trask, with 60,000 and 55,000 pounds of salt cod respectively, sch. Elizabeth Nunan with 65,000 pounds of fresh mixed fish and sch. Agnes via Boston with 20,000 pounds of salt mixed fish. The little pollock seiners fishing off here did not take any bluebacks or other fish yesterday but the small shore boats took 3000 pollock, which were landed at Neal & Cooney's place.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Monarch, seining.
Sch. Victor, seining, via Boston.
Sch. Volant, La Have Bank, drifting, 60,000 lbs. salt cod.
Sch. Hattie L. Trask, La Have Bank, drifting, 55,000 lbs. salt cod.
Sch. Elizabeth Nunan, Georges, 35,000 lbs. fresh cod, 30,000 lbs. haddock.
Sch. Agnes, via Boston, 20,000 lbs. mixed fish.
Sch. Marian, via Boston.
Sch. Mary DeCosta, via Boston.
Sch. Aloha, seining, 2100 fresh mackerel.
Sch. Jennie H. Gilbert, via Boston.
Sch. Mary E. Cooney, via Boston, 90,000 lbs. fresh fish.

Vessels Sailed.

Sch. Claudia, Georges, halibuting.
Sch. Belbina P. Domingoes, haddocking.
Sch. Rita A. Viator, swordfishing.
Sch. Mettacommet, swordfishing.
Sch. Onata, shacking.
Sch. Etta Mildred, seining.
Sch. Terra Nova, shacking.
Sch. Fannie E. Prescott, shacking.

Today's Fish Market.

Fresh halibut, 7 1-4 cts. per lb.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.
Large salt handline Georges cod, \$3.50; mediums, \$3.00.
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
Outside sales drift Georges salt cod, \$3.75 per cwt. for large and \$3.25 for mediums.
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.
Round pollock, 70 cts. per cwt.; dressed pollock, 75 cts.
Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round, 65 cts.; dressed, 70 cts.

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Fishing Fleet Movements.

Sch. Lizzie Griffin of this port arrived last Thursday at Louisburg after a 10-day fishing trip off Scatterie. She secured 100 quintals on the trip.

Capt. Anderson of the Griffin was landed at Louisburg three weeks ago with a sore hand, and after lying in port a week the schooner went on a short fishing trip in charge of Capt. John McLennan. Capt. Anderson's hand is not well, but he will join the vessel. Mrs. Anderson is here with her husband.

Sch. Hattie A. Hickman of this port is at Louisburg awaiting a supply of clams that are expected to arrive today.

Sch. Smuggler arrived at Canso on Saturday last and cleared for the fishing grounds.

FISH PLENTIFUL AT BOSTON.

Prices Show a Still Further Decline.

Fish receipts at Boston today are quite large, over 20 vessels having arrived at T wharf since yesterday morning, so that the market is well supplied.

Prices have also fallen below normal and as it is midweek, they will probably remain off for a few days. As a large number of vessels have been in since Monday, next week will doubtless see but few vessels in and prices will again advance.

The imports of fresh fish by provincial steamers has been light for some time and commission men are wondering what is the cause of the light consignments that have been coming forward.

The fares and prices in detail are:

Boston Arrivals.

Sch. Sadie F. Nunan, 24 swordfish.
Sch. Lochinvar, 68 swordfish.
Sch. Olive F. Hutchings, 21,000 haddock, 7000 cod.
Sch. Warren M. Goodspeed, 22,000 haddock, 2000 cod, 7000 hake.
Sch. Galatea, 1500 haddock, 16,000 cod.
Sch. Rebecca, 20,000 cod.
Sch. Maud F. Silva, 30,000 haddock, 15,000 cod.
Sch. Leo, 7000 haddock, 3000 cod, 1000 pollock.
Sch. Harmony, 7000 haddock, 16,000 cod, 23,000 hake.
Sch. Josephine DeCosta, 3000 haddock, 8000 cod, 2000 pollock.
Sch. Hortense, 30,000 haddock, 20,000 cod, 2000 pollock.
Sch. Mattakesett, 10,000 haddock, 20,000 cod.
Sch. Robert and Arthur, 33,000 haddock, 16,000 cod.
Sch. Teresa and Alice, 16,000 haddock, 7000 cod.
Sch. William A. Morse, 7000 haddock, 6000 cod.
Sch. Louise R. Sylva, 7000 haddock, 19,000 cod.
Sch. Morning Star, 3000 haddock, 12,000 cod, 5000 pollock.
Sch. Genesta, 9000 haddock, 9000 cod.
Sch. Joseph P. Johnson, 15,000 haddock, 18,000 cod.
Haddock, \$1.50 to \$2; large cod, \$1.80 to \$2.50; market cod, \$1.25 to \$1.80; pollock, \$1.25.

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FULL RIGGED SALT SHIP AT THIS PORT

First of Kind in the Harbor for Several Years.

The Italian ship Antonio Padre Toniette, Capt. D. Toniette, arrived at this port this forenoon from Trapani, with a cargo of 2200 tons of salt, consigned to the Gorton-Pew Fisheries Company.

Capt. Toniette reports a passage of 56 days, 28 of which were consumed in getting through the Mediterranean. From Gibraltar they had leading winds and the ship most of the time had square yards with everything set aloft and below. Some fog was encountered but most of the time the

weather was clear with a strong beam wind, and the time of 28 days is a record passage for a sailing craft.

No accidents happened to mar the voyage and no passing vessels were spoken.

This is the first full rigged ship to arrive here for some time and she made a handsome appearance as she approached the harbor outside of the breakwater with fore, main and mizzen royals set and reminded one of the halcyon days when ships were seen in every port of the world.

Capt. Toniette is a young man, and his wife accompanies him on the voyage.

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COMMERCIAL PRIVILEGES FOR FISHING VESSELS.

Not Conferred By Fishery Article of Treaty of 1818.

United States Claim They Should Be Exempt From Light Dues.

(From Our Special Correspondent.)

Whether the inhabitants of the United States can be required, when exercising the liberties of fishing granted by the treaty of 1818, to be subjected, without the consent of the United States, to the requirements of entry or report at custom houses of the payment of light or harbor other dues, or to any other similar requirement or condition or exaction, formed the third question submitted by the respective governments for a decision by the tribunal now sitting at The Hague.

The British case as presented states the issues raised by question, as follows:

"The liberties referred to in this section are:

- "1—Liberty to take fish on certain coasts, bays, harbors and creeks; and
- "2—Liberty to 'dry and cure fish' in certain unsettled bays, harbors and creeks, that is, upon the shore.

"3—In addition to these two liberties, the United States asserts that its fishermen are entitled to have, for their fishing vessels, the same commercial privileges as are accorded by agreement or otherwise to United States trading vessels generally."

With reference to the supposed third issue, Senator Turner said the United States has never asserted that commercial privileges for its fishing vessels constitute any part of the liberties referred to in the first article of the treaty of 1818. That article neither denies nor confers commercial privileges, and hence during the period of non-intercourse, when neither fishing nor other fishing vessels were permitted to touch and trade at these British North American ports, they were not entitled to that privilege, but when the treaty of non-intercourse was abrogated, there was nothing in the treaty which debarred fishing vessels when duly authorized in that behalf, to touch and trade, that is, the United States chose to authorize its fishing vessels to touch and trade—not that the treaty of 1818 conferred that privilege, but there was nothing in the treaty of 1818 which prevented the exercise of the privilege.

Only Two Liberties Were Conferred by the Treaty.

The liberties conferred by the treaty were but two, the right of fishing and the right of curing and drying fish. Commercial privileges for its fishing vessels accruing out of the acts of the two governments alund the treaty, and having no relation to it, except that Great Britain has from time to time attempted to found some principle of the exclusion of the treaty, and the United States has always denied that there was any principle of exclusion in the treaty.

Further, when the United States has authorized its fishing vessels to touch and trade, and they have been accorded that privilege, it has never insisted on their immunity from regulations and requirements of the British ports applicable to ordinary trading vessels. It has only been when fishing vessels were denied commercial privileges that the United States have denied their liability to the exactions and restrictions of the local government.

Commercial Privileges Not Granted By Treaty.

The United States disclaims that commercial privileges form any part of the liberties referred to in the article relating to the fisheries in the treaty of 1818, and it admits the liability of its vessels, when authorized to and permitted to enjoy commercial privileges, to the requirements of the British ports specified in question three.

But it contends that its fishing vessels pure and simple are not properly subject to these requirements. And that contention, and the negative of that contention on the part of Great Britain, is the issue, and the sole issue, raised under question three.

Fishing Vessels on Different Footing From Trading Vessels.

The language of question three does not bring into the construction of the question any assertion of a liberty to go there and touch and trade without complying with those requirements and exactions, because the liberty to touch and trade is not a liberty that the United States has ever founded or now attempts to found on the treaty of 1818. The imposition of the requirements and exactions mentioned in question three on fishing vessels exercising such rights as those conferred by the treaty of 1818 would not be consonant with the principles of international law.

As against that principle, Great Britain opposes the general proposition that she does require commercial vessels visiting her ports to make these reports at the custom houses, and that she does require them to submit to the payment of light, harbor and other dues. It seems manifest to the United States, however, that there is not a parallel between the two cases.

Commercial vessels generally coming into the ports of a country come there by virtue of the principle of comity, which may or may not be carried out by treaty regulations. It is a matter of privilege if they are permitted to come into ports of any country, and the government to which those ports belong may attach to that privilege any conditions that they please. For that reason the practice with reference to commercial vessels generally has no pertinency here, where the United States goes to these treaty coasts not as a matter of privilege, but as a matter of right which it exercises by virtue of its own sovereignty.

Treaty Silent As to Any Restrictions On Fishing Vessels.

The treaty itself is silent on the subject of exactions and restrictions which might be imposed on fishing vessels visiting the treaty coasts for the purpose of fishing. But these bleak and barren shores, which were without population in 1818 were until a comparatively recent period limited in every possible way in settlement, speak the true intent of the treaty. They show us that neither of the two governments nor their representatives considered there would ever be any necessity for American fishing vessels visiting these coasts to conform to customs regulations or to pay harbor or light dues. And in connection with the significant silence of the treaty on the subject, they show that the negotiations never contemplated the imposition of such regulations and restrictions, and hence the treaty never contemplated anything of the kind.

It is the manifest spirit and purpose of the treaty that considering the nature and character of the coasts on which these fishing rights were granted, the manner in which the coasts were regarded, the policy pursued towards them by their sovereign, the necessities of fishing vessels, their small value and the indulgence with which the fishing pursuit was and is generally regarded, that silence in the treaty regarding exactions and restrictions to be imposed upon fishing vessels when exercising their treaty rights, was equivalent to a declaration that they were not to be subjected to such exactions and restrictions. Great Britain neither expected nor desired that conditions would arise on the treaty coasts which would make such exactions and restrictions desirable or necessary; and certainly no such conditions existed when the treaty of 1818 was entered into.

Fishing Vessels Favored Class in International Law.

Fishing vessels are in a special class, and are objects of peculiar solicitude in international law. They are not molested in case of war. The men who engage in the avocation are generally poor. Their vessels and equipment are of but little value, and the returns which reward their ventures are incommensurate with the labors and dangers which attend them. They must move freely and without burdensome restrictions if their ventures prove remunerative at all.

Moreover, the fishery with them is a lifelong vocation, they know nothing else, and are unfitted for anything else. They must return to the fishing coasts again and again, and thereby brave both detection and punishment for any fraud which they might be disposed to commit on the revenue, which frauds at the worst would be of a trifling character.

These considerations are all factors which must have entered into the minds of the men negotiating such treaties as this of 1818, and which in the absence of restrictive provisions would negative any purpose to require even on uninhabited coasts that the fishing vessels enter and clear every time they come within territorial waters or that they be burdened with onerous dues which they can ill afford to pay, and from which vessels of their class are generally exempt.

United States Fishermen Should Have Same Exemptions as French.

At the time the treaty was entered into, British fishing vessels resorting to Newfoundland were exempted from all but nominal dues. And Newfoundland it would appear when finally invested with the powers of government laid a small tonnage tax on fishing vessels for the support of light-houses, but even that tax was abrogated in 1899. These were levied as a tonnage tax on the vessel and not specifically as light dues.

The act of 1904 makes the law conform to French fishing vessels just as it does to local fishing vessels, probably as the consequence of the treaty of 1904, in which it is said that the French fishing vessels or that the French fishery is to be treated on a footing of equality with the British fishery.

The United States insists upon this treatment of the French fishing right as an evidence of the view of the government of Newfoundland, that foreign nations exercising rights under such treaties as that of 1904 between Great Britain and France and certainly under the much more exacting treaty of 1818, between the United States and Great Britain, should not be subjected to restrictions and exactions which the local vessels were not subject to.

United States Claim Admitted in Modus Vivendi Negotiations.

If fishing on terms of equality involves the necessary exemption of French fishing vessels from these light dues then the right of fishing in common, which presupposes an equal right whatever view may be given to the meaning of the term in other respects, would require the same exception.

And the statement of Sir Edward Gray, who admitted the injustice of imposing light dues on American fishing vessels when talking of the *modus vivendi*, not only applies with full force to the status which was then being established by the *modus vivendi*, but also to the status established by the treaty of 1818, under which it certainly cannot be claimed that the American fishing vessels were not to have as great a right at least as the British vessels in those waters.

Conditions Cannot Change Meaning of Treaty.

Now, it may be admitted, that conditions have materially altered since 1818, and that there ought to be a larger measure of supervision and restriction on vessels than was contemplated in 1818, but that admission cannot carry with it the absolute right to impose those restrictions. The meaning of a treaty cannot be changed because conditions have changed; and, what the treaty meant in 1818 with reference to the right to impose these restrictions and exactions, it means today, the only remedy being an appeal to the comity and sense of justice of the nations exercising such a right as this to agree upon reasonable regulations, under which the interests of the home government may be properly preserved.

What the treaty of 1818 meant with reference to the imposition of restrictions and exactions in the year 1818, it means in this year 1910; and, while conditions may have arisen there which would appear to make it hard and inequitable to continue to pursue the right without reference to the necessities of the local government, which changed conditions had brought about, yet the matter of curing that inequitable condition is a free and frank and just arrangement between the two parties to readjust their rights according to changed conditions, rather than an attempt to give a construction to the treaty which it would not have borne in the year 1818, and there has never been any disinclination on the part of the government of the United States to meet the government of Great Britain in the very fullest and fairest and friendliest spirit upon this subject, as upon every other subject connected with the arrangement of these fisheries.

Now, passing on, the Tribunal will remember that the United States expressly disclaims that the treaty of 1818 gives it any commercial privileges; it never has claimed that and does not claim it now. That eliminates any consideration of the right of vessels of the United States, whether they are fishing vessels or any other class of vessels, to resort to Newfoundland waters for the purpose of trading.

It expressly eliminates from consideration the question as to their subjection to the impositions and restrictions, the right to impose which is claimed in question three. The question is confined, as the United States insists it must be confined, to those fishing vessels which simply go to the treaty water for the purpose of fishing.

July 21.

STOCKED \$11,242 IN TWO TRIPS.

Shacking Record Beaten By Sch. Thomas S. Gorton.

For two successful shackfishing trips that were made in three months, Capt. William H. Thomas of sch. Thomas S. Gorton breaks the record.

On the trip which is just completed, he landed 210,000 pounds of salt and fresh cod, from which a stock of \$5642.44 was realized, the crew sharing \$157.55 each.

Capt. Thomas sailed on his first trip April 21 and has been just three months to a day. The first trip he landed 254,000 of salt and fresh cod, stocking \$5600, while the crew shared \$142.50 each.

For the two trips he has landed 464,000 pounds of salt and fresh cod, making the remarkable stock of \$11,242, while the crew have shared \$300.05 each.

Such a record as this has probably never been beaten in this branch of the fishing industry.

Capt. Thomas is one of the most modest and successful skippers that ever sailed out of this port, and the crew he carries go with him year after year, and can be relied upon as trustworthy, as well as good fishermen.

Capt. Thomas has a host of friends who are glad of his unbounded success.